

I view every issue through a lens of equity and health. Without access to safe, reliable, and inclusive modes of transportation, our collective well-being suffers; our families suffer; our communities suffer.

For far too long, our Federal transportation funding and policies have created a landscape which has exacerbated inequities and disparities, particularly for low-income communities, people with disabilities, our youth and seniors.

In my district, Black and Latino commuters are more likely to experience longer travel times than their White peers. These unequal burdens make the promise of economic mobility further out of reach.

I recently rode the T back home with an advocate named Dianna, who was fighting for transit justice. We spent over 2 hours making a journey of just a little over 4 miles. Broken elevators and outdated infrastructure meant that the wheelchair Dianne uses to navigate ran into constant access barriers.

Just 2 weeks ago, the red line train derailed twice in 1 week, causing massive gridlock across my district and impacting the ability of riders to commute to work, school, home, and everywhere in between.

Unfortunately, this isn't new. MBTA trains have derailed 43 times over the last 5 years, the second highest total of any metro transit system in our country. Many of these derailments place a disproportionate burden on the shoulders of low-wage hourly workers who are rushing to their second- or third-shift jobs, parents or caregivers who are traveling with young children on overcrowded and delayed trains, and riders with disabilities who already experience the failures, daily, of a biased and discriminatory system with ableist privilege as a lens.

Our chronic underinvestment in mass transit bus systems, bicycle-accessible and pedestrian paths have caused income inequality and opportunity gaps in communities throughout the country.

According to the Leadership Conference on Civil and Human Rights, inadequate access to affordable, reliable transportation has exacerbated health disparities, forcing many low-income patients to miss appointments, oftentimes worsening medical problems.

Mr. Chair, people do not live in silos. They live in intersectionality, and our policies at the Federal, State, and local levels should reflect this reality.

We cannot spur economic development and tackle economic inequities in urban, suburban, and rural communities without modernized roads, bridges, and mass transit, which connects communities to jobs and higher education.

We cannot tackle health disparities without reliable and affordable mass transit systems which enable low-income families, seniors, and people with disabilities to access care.

We cannot tackle the existential threat of climate change without intentionally investing in mass transit systems that protect frontline communities and alleviate the environmental health hazards caused by traffic congestion.

Transit equity is a civil rights issue and an economic justice issue. We must continue to invest in transit infrastructure, multimodal improvements that promote inclusivity and dependability.

My amendment emphasizes the important role that Federal policy and investments make in equalizing access to reliable commuter rail and other mass transit options for all. The BUILD grant program helps to support these types of State and locally driven transit projects.

From investing in bus or commuter rail systems or cycling and pedestrian path projects, the BUILD program helps to drive innovative projects, and it seeks to expand the system, and is people-centered.

Mr. Chair, I thank Chairman PRICE for his efforts to ensure robust funding for this program, which I do believe gets us one step closer to addressing these inequities across the system, repairing our crumbling infrastructure, as well as expanding our investment in multimodal transit.

Mr. Chair, I yield 1 minute to the gentleman from North Carolina (Mr. PRICE), the chairman.

Mr. PRICE of North Carolina. Mr. Chair, may I inquire as to how much time is remaining.

The Acting CHAIR. The gentlewoman from Massachusetts has 1 minute remaining.

Mr. PRICE of North Carolina. Mr. Chair, I thank my colleague for yielding. I am happy to offer support for her amendment and to take advantage of the opportunity this offers to say something about the BUILD program.

Mr. Chair, it is unique, as our colleague has stressed. It provides the kind of flexible funding to States and localities that can address complex multimodal projects.

My district has benefited greatly from this. The city of Raleigh has successfully built Union Station, a state-of-the-art rail and public transit facility that is already transforming that area of downtown.

Unfortunately, despite the diverse set of eligible projects, the current administration has heavily favored road projects only when awarding BUILD grants. This has most significantly affected transit. On average, it received about 32 percent of the awards during the previous administration.

Under the Trump administration, this has plummeted to less than 10 percent, and at the same time, the Department has completely abandoned bicycle and pedestrian improvement projects and actually eliminated this as an option for primary project type for years 2017 and 2018.

So, the underlying bill provides \$1 billion for BUILD—that is a \$100 mil-

lion increase—but it places greater emphasis on investments in transit, passenger rail, pedestrian improvements, and multimodal projects. It also maintains a 50-50 parity between urban and rural awards, while directing the Department to consider the full range of benefits from a project, regardless of location in an urban or rural area.

Mr. Chair, I commend my colleague for offering this amendment. I am happy to support it and look forward to continuing to work with her on this issue.

Ms. PRESSLEY. Mr. Chair, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from Massachusetts (Ms. PRESSLEY).

The amendment was agreed to.

Mr. PRICE of North Carolina. Mr. Chair, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Ms. PRESSLEY) having assumed the chair, Mr. TONKO, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 3055) making appropriations for the Departments of Commerce and Justice, Science, and Related Agencies for the fiscal year ending September 30, 2020, and for other purposes, had come to no resolution thereon.

#### RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 5 o'clock and 55 minutes p.m.), the House stood in recess.

□ 1832

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. NEAL) at 6 o'clock and 32 minutes p.m.

REPORT ON RESOLUTION RECOMMENDING THAT THE HOUSE OF REPRESENTATIVES FIND WILLIAM P. BARR, ATTORNEY GENERAL OF THE UNITED STATES, AND WILBUR L. ROSS, JR., SECRETARY OF COMMERCE, IN CONTEMPT OF CONGRESS FOR REFUSAL TO COMPLY WITH SUBPOENAS DULY ISSUED BY THE COMMITTEE ON OVERSIGHT AND REFORM

Ms. HILL of California, from the Committee on Oversight and Reform, submitted a privileged report (Rept. No. 116-125) on the resolution recommending that the House of Representatives find William P. Barr, Attorney General of the United States, and Wilbur L. Ross, Jr., Secretary of Commerce, in contempt of Congress for refusal to comply with subpoenas duly